



Green Light

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D. J. Davidson, Editor

Member

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Safety Award Changes Hands



JIM GREENER, superintendent of the Utah Division, is presenting the Maintenance-of-Way Safety Award to Jim Ozment, Utah Division Engineer. The traveling award goes to the division having the best safety record for the year. The award was wrested from the Colorado Division for 1971.

Membership Requested By Ex Employee in Vets Organization

Bill Easley, president of the System Vets' Club, recently received a letter from a Mr. A. S. Seinsoth, retired mechanical supervisor on the Southern Pacific Railroad, expressing a wish to join the Rio Grande Veterans organization.

Seinsoth worked for the Rio Grande from 1906 to 1922 as a machinist. His 16 years' service with this railroad qualified him for membership. It is indeed a pleasure to welcome Al Seinsoth as a member of the Rio Grande Vets' organization.

Rio Grande's Regional Managers Meet at Denver



REGIONAL MANAGERS for the Rio Grande met in Denver during the month of January. Attending were, back row from left, Frank Lucas, Portland, Ore.; Don Odwalt, Denver; Don Lewis, Chicago; Clipper Mills, Oakland; John Martin, San Francisco; Cecil Pearson, Salt Lake City; Jim Speight, western traffic manager, San Francisco; front row, Joe Quinn, New York City; Glen Nicolin, Detroit; and Herb Weisenstein, St. Louis.

RGI Net Income Increased in 1971

Rio Grande Industries' net income for the year ended December 31, 1971 was \$14,513,000, an increase of \$2,232,000. The figures for 1970 have been restated to reflect acquisition of Arrow Development Company on a pooling of interests basis in April 1971.

The Rio Grande Railroad, a wholly owned subsidiary, had record revenues and profits for the year. Non-transportation activities, which include real estate development, manufacturing of amusement park rides and transit systems, and computer services, recorded higher revenues and profits.

Operating comparative revenues are, for transportation, \$121,955,000 for 1971 compared to \$108,164,000 for last year. Other revenue amounted to \$17,487,000 this year, compared to \$8,362,000 for 1970.

The Trainmen Miss That Friendly Wave

Elsie (Mosch) Johnson, the little silvery gray-haired lady who has waved at all the passing Rio Grande trains passing through Tolland for many years, has been in Boulder Community Hospital since January 4 with pneumonia.

She is now on the mend but will remain hospitalized for some time, her doctor advises.

Elsie was born and reared in Tolland. It was at one time a division point for the Moffat Road.

Her good friend, Yukon Jim Scull, is taking care of her cabin and the animals and keeping the water pipes from freezing. He also is waving at the passing trains, but he cannot replace that friendly wave that only Elsie gives.

The passing trainmen wish her a speedy recovery so they may see that friendly wave again.

It's Nice to Know . . .

that there are a hundred people—give or take a few—who will stop for a little while to expend a bit of their time in this hustle-bustle world to see to it that someone's life could be more meaningful.



DONALD CASE, sitting in his new wheel chair, is receiving a gift of money from Cole Baker who is representing the employees from the Motor Way.

At the Denver terminal of the Rio Grande Motor Way, there are such people.

Personnel at this facility got together to raise money by various means to purchase a wheel chair for 15-year old Donald Case, who is unable to walk even with the use of crutches.

It is acts of thoughtfulness such as this that bring joy, not only to those who are on the receiving end, but to the giver as well.

Donald is able to get about with ease as a result of his new means of locomotion.

On the Cover

One of Rio Grande's short, fast trains, No. 152, eastbound, is high-balling near Tabernash, Colorado with a GP-35 on the point. This is CTC territory.

Short, Fast Trains Keeps 'em Rolling

Rio Grande's short, fast train concept has captured the imagination of the railroad industry. In addition to keeping the wheels rolling, freight is moving from Rio Grande's terminals at a more rapid rate.

As a primary bridge carrier in transcontinental traffic, Rio Grande's short, fast and frequent trains operate at an average speed of over 40 miles per hour between its eastern and western terminals.

The main line is under CTC control with the exception of approximately 35 miles between Gil-luly and Springville in Utah, which is double track

with automatic block signals, ABS. Meets are made in CTC territory with ease and the wheels keep rolling.

The route the Rio Grande follows through the Rockies and the Wasatch Range is an all-weather route with climatic conditions having little or no effect on its operation.

Crew changes at changing points between our eastern and western terminals are made rapidly and do not add to the 13-plus hour run from Denver's North Yard to Salt Lake's Roper Yard.

The old adage—keep train miles down and train loads up—is passe.

In analyzing the situation, Rio Grande officials could see emerging a pattern that would improve car utilization. The lowering of per diem cost of each freight car was another factor. And more important, with other modes of transportation vying for the movement of freight, it was necessary to speed up schedules which in turn gave improved service.

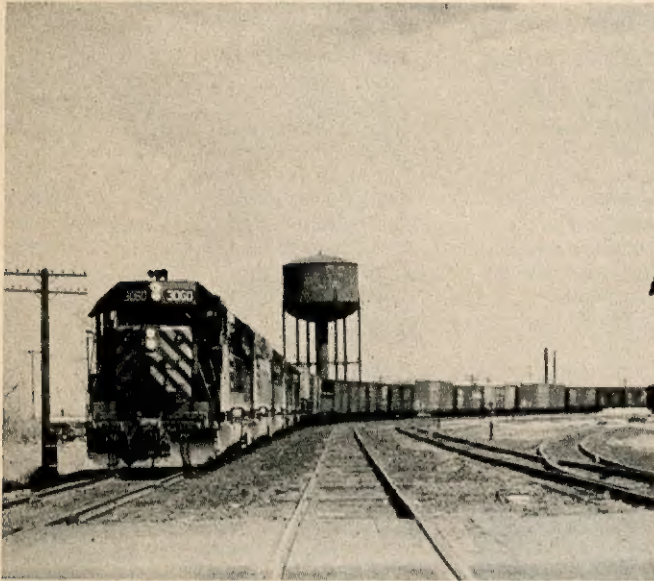
As a result of this short, fast train concept, yards are no longer cluttered with cars waiting for train make up. Locomotive power is better controlled and utilized.

Rio Grande and its connecting lines are blocking trains, that is, cars going to the approximate same destination are placed together during the train make up. This procedure allows a minimum of delay in moving cars in and out of terminals. Products can be delivered up to a day earlier in some instances from origin point to destination.

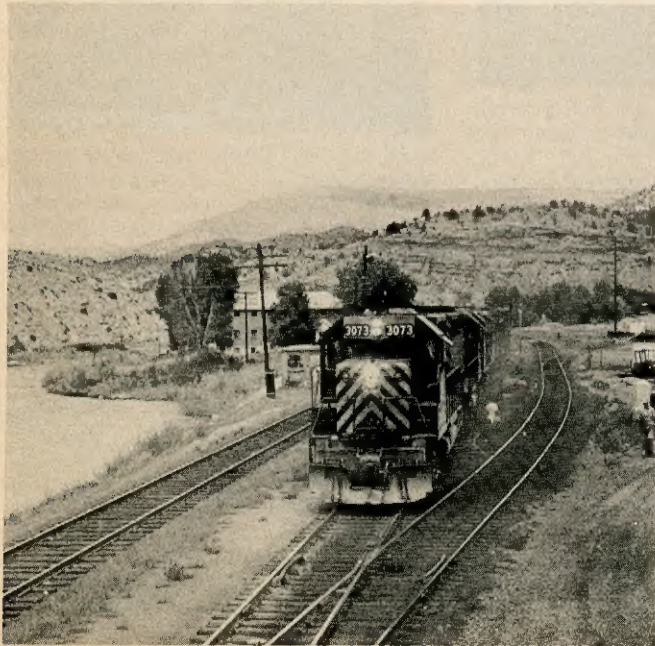
Comparing the concept of short-fast-trains, schedules, meets, cost of operations, etc., with traditional train operating concepts showed that favorable results could be attained moving tonnage over the Rio Grande with benefits for the shipper as well as the railroad, and develop increases in shipments.

This has become a tradition with the Rio Grande and fast freight trains are a by-word on the railroad and are synonymous with the expression, "Short—Fast—Frequent Trains on the Action Road."

The Rio Grande keeps 'em rolling.



A BRACE OF GP-40s head west out of Denver's North Yard for the 13-plus hour run to Salt Lake.



A CREW CHANGING POINT is located at Bond, 129 miles west of Denver. Other crew changing points are located at Grand Junction and Helper on the run from Denver to Salt Lake City.

Green Light



THE ALL CLEAR SIGNAL is given by a trainman on a passing freight. It is required that trainmen inspect passing train.

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Banquets Honor Retiring Employees

Banquets were held at Grand Junction, Pueblo, Alamosa, Salida, Salt Lake City and Denver to honor Rio Grande employees who had retired during the past year. The banquets are sponsored by the System Vet's Clubs and the railroad.

Many departments on the railroad were affected by the retirements of these employees. Their value to the Rio Grande railroad cannot be expressed in words. They have left a legacy with the railroad, however, in that they can look back with pride in being associated with the Rio Grande, knowing they have been a part of a transcontinental transportation system, meeting competition as it came and keeping abreast of current developments in the transportation field.

It is interesting to note three peak years of service were attained by those who were retiring. They are 45, 35 and 30 years respectively.

In addition, seven employees were honored who had attained 50 years of service with the company, which will become a rare achievement in not too many years distant. Employees presented with diamond pins were, Edward J. Bowen, pipefitter, Pueblo; George F. Breuch, machinist, Denver; Nick Carelli, carman, Denver; Harry F. Fitzpatrick, clerk, Grand Junction; Harry C. Johnson, chief accountant, Denver; Dudley W. Mitchell, chief clerk, Grand Junction; and Albert H. Smith, clerk, Denver.

Grand Junction

Robert T. Barnes	Fireman—Engineer	28 years
Mike Barron	Section Laborer	27 years
O. A. Brock	Crew Dispatcher	27 years
Pete Carbajal	Section Laborer	36 years
Harry S. Clary	Signal Gang Foreman	35 years
Lyle C. Connor	Brakeman	26 years
Raymond A. Cosslett	Switchman	38 years
Kenneth M. Cox	Conductor	45 years
Leland A. Crutchfield	Agent	35 years
Lyle J. Diehl	Conductor	44 years
Norman E. Doolittle	Conductor	34 years
Hazel M. Dyke	JN Manager & Wire Chief	48 years
Alva G. Edwards	Locomotive Engineer	34 years
James J. Flynn	Locomotive Engineer	51 years
Clarence A. Greene	Truck Driver	33 years
Laurin Edgar Jones	Locomotive Engineer	43 years
Leroy E. Lamb, Sr.	Cashier	51 years
Raymond L. Matlock	Carman	28 years
Leo R. Mayberry	Conductor	46 years

Kenneth W. McKeel	Electrician	36 years
Ernest E. Miller	B&B Foreman	30 years
Dudley W. Mitchell	Chief Clerk	50 years
Frank J. Olson	Locomotive Engineer	35 years
Ben A. Power	Conductor	34 years
John S. Ritchie	Conductor	52 years
Secero Roybal	Extra Gang Laborer	4 years
Frank Santy	Brakeman	28 years
Russel H. Sims	Switchman	24 years
Ronald R. Sinclair	Conductor	27 years
Alex Smith	Locomotive Engineer	29 years
Carl E. Strange	Electrician	54 years
Sheldon B. Summers	Brakeman	27 years
Charles Tapia	Track Patrolman	27 years
Adolfo Torrez	Section Laborer—Relief Foreman	45 years
Bert T. Wells	Conductor	30 years
Dow D. Williams	Assistant Special Agent	24 years
Avencio Zamora	Assistant Section Foreman	19 years



RETIREES ATTENDING THE GRAND JUNCTION BANQUET shown from left are, front row: Ben Power, Raymond Cosslett, Bert Wells, Hazel Dyke, Pete Carbajal, Adolfo Torrez, James Flynn, Charles Tapia; Second row: Lyle Diehl, Norman Doolittle, Oliver Brock, Leroy Lamb, Harry Clary, Kenneth Cox, Carl Strange, John Ritchie, Sheldon Summers; Back row: Frank Olson, Russel Sims, Ernest Miller, Leo Mayberry, Alva Edwards, Raymond Matlock, Avencio Zamora and Dudley Mitchell.



SALIDA RETIREES attending were, seated from left, L. W. "Rip" Heister, O. H. White, Theodore McDowell; Standing, A. "Sandy" Sandoval, E. V. "Frosty" Clare and Rudy Leewaye.



RECEIVING 50-YEAR DIAMOND SERVICE PINS at Grand Junction were Dudley W. Mitchell, left center, and Harry Fitzpatrick. A. H. "Bob" Nance, left, and James A. Greener, superintendents of the Colorado and Utah Divisions, congratulated the long service men.



PUEBLO RETIREES attending their banquet are, seated, left to right: Joe Vigil, Wendelin Braun, Margarito Sanchez, Roy Perkins; standing, Edward Bowen, Alex Prelesnik, Walter Pisarczyk, Leo Wallace, Lendon Williams and Chas. "Col." Wildt.

Pueblo

A. H. (Bert) Asnicar	Signal Supervisor	35 years
Henry O. Atkison	Switchman	19 years
A. O. Baker	Roadmaster	35 years
Edward J. Bowen	Pipefitter	50 years
Wendelin N. Braun	Switchman	26 years
Dennis Connelly	Switchman	36 years
Lela R. Gower	Tracer Clerk	29 years
Jose F. Lucero	Section Foreman	33 years
Joseph H. McKinney	Locomotive Engineer	31 years
Roy D. Perkins	Assistant Section Foreman	39 years
Walter A. Pisarczyk	Conductor	28 years
Emilio M. Potestio	General Foreman	45 years
Alex F. Prelesnik	Truck Driver	33 years
Lewis J. Raspet	Reclamation Plant Helper	33 years
Margarito Sanchez	Section Laborer	27 years
Paul O. Schoenberger	Conductor	34 years
Joe Vigil	Section Foreman	38 years
Leo F. Wallace	Telegrapher	48 years
Clair J. Wheat	Agent	35 years
Charles M. Wildt	District Manager	45 years
Lendon G. Williams	Signal Maintainer	38 years

Salida

Edward V. Clare	Locomotive Engineer	48 years
Richard L. Cody	Switchman	45 years
Lee Wade Heister	Cashier	32 years
Rudolph Leewaye	Truck Driver	37 years
Douglas F. Madden	Brakeman	36 years
Theodore I. McDowell	Conductor	47 years
Amado Sandoval	B&B Carpenter	35 years
Orris H. White	Agent	43 years

Alamosa

Manuel C. Bustos	Transfer Checker	48 years
Stephen W. Connor	Fireman	45 years
Chester C. Creery	Carman	45 years
Sylvester L. Green	Electrician	30 years
William H. Holt	Locomotive Engineer	28 years
Jose C. Lopez	Crane Operator	45 years
Jose P. Lopez	Section Laborer	23 years
Sostenez Martinez	Coach Cleaner	26 years
Abel Joe Medina	Section Laborer	28 years
John A. Madrid	Coach Cleaner	23 years
Herbert H. Taylor	Pipefitter	51 years
Everett E. Upchurch	Switchman	29 years

Salt Lake City

Lucilo Aguilera	Section Laborer	46 years
Earl A. Barr	Locomotive Engineer	29 years
John W. Belcher	Conductor	47 years
Richard A. Brasher	Agent	45 years
Marlon Calton	Carman	47 years
Theo D. Clark	Section Foreman	38 years
Joe I. Corral	Stower	27 years
Donald P. Cowburn	Carman	34 years
Wilburn R. Eastes	Telegrapher	45 years
Fred H. Ellison	Mechanical Laborer	30 years
Howard R. Fisher	Asst. Special Agent	35 years
Ernest E. Gardner	Conductor	47 years
Jemima (Mina) Gates	Secretary	46 years
Alvin R. Greener	Carman	49 years
Alfred P. Hanke	B&B Carpenter	30 years
Earl L. Harvey	Carman	45 years
Richard E. Haycock	Machinist	45 years
Joseph T. Henderson	Fireman	29 years
Harry Hiatt	Boilermaker	25 years
Clarence F. Hoagland	Machinist	44 years
Frank E. Jacketta	Carman	42 years
Bert M. Janney	Locomotive Engineer	43 years
Leonard E. Jensen	Machinist	43 years
George M. Kelley	Brakeman	42 years
Ada A. Klumker	Coach Cleaner	29 years
Elmer O. Lamoreaux	Switchman	28 years
John C. Leiter	Locomotive Engineer	44 years
James Lupo	Fireman	28 years
Walter A. Luthy	Switchman	30 years
Earl S. Madsen	Carman	49 years
Edward C. Maddox	Signal Inspector	35 years
Lavern C. Mathewson	Dispatcher	48 years
Edward J. McNamara	Warehouse Foreman	42 years
Martha A. McNamara	Bill Clerk	29 years
Thomas Migliaccio	Locomotive Engineer	46 years
Charles B. Needles	Locomotive Engineer	28 years
Blaine J. Palfreyman	Clerk	45 years
John R. Park	Depot Ticket Agent	34 years
Milton H. Parry	Carman	45 years
Floyd R. Parsons	Diesel Mtc. Supvsr.	39 years
William B. Patterson	Switchman	30 years
Francis E. Pickering	Conductor	48 years
Leon Shepherd	Section Laborer	32 years
Lawrence E. Stone	Clerk	45 years
Henry Wayne Thomas	Signal Maintainer	35 years
Vernon R. Thomas	Locomotive Engineer	30 years
Myron B. Turpin	Section Laborer—Truck Driver	26 years
Pedro Valleclillo	Section Laborer	38 years
Louis W. Wahl	Machinist	49 years
Owen L. Webb	Fireman	39 years
William J. Wheeler	Fireman	30 years
Warren R. Wright	Conductor	45 years



SALT LAKE CITY BANQUET was attended by the above retirees: Seated, left to right, Joe Henderson, Ada Klumker, Martha McNamara, Edward McNamara, Lavern Mathewson, Leonard Jensen; standing, first row, Ern Gardner, Clarence Hoagland, Earl Harvey, Fran Pickering, Frank Jacketta, John Leiter, Tom Migliaccio, Henry Thomas; second row, Al Hanke, Dick Brasher, Wil Eastes, Warren Wright, Vern Thomas; back row, F. R. "Snips" Parsons, Al Greener, Theo Clark, Chuck Needles and John Park.



ALAMOSA RETIREES at banquet were from left front, John Madrid, Sostenez Martinez, Manuel Bustos; Back Row, Sylvester Green, Everett Upchurch and Herbert Taylor.

Denver

Victor R. Albertson	Machinist Helper	30 years	William C. Jones	Locomotive Engineer	47 years
Tom A. Angelopoulos	Mechanical Laborer	18 years	Cruz Trujillo Juarez	Janitor	34 years
Frank G. Araujo	Section Laborer—Truck Driver	34 years	William E. Kirkbride	Steno-Clerk	21 years
Harry L. Arbogast	Brakeman	35 years	Wilbur J. Ladd	Store Helper	35 years
Helen Balistrere	Clerk	37 years	August C. Lehman	Carman	32 years
Robert R. Barbeau	Coach Shop Foreman	34 years	P. D. Lewis	Teletype Maintainer	35 years
Frank W. Bell	Machinist	30 years	Dominick Lombardi	B&B Painter	27 years
Elmer T. Bishop	Truck Driver—Laborer	35 years	Clyde E. Long	Locomotive Engineer	26 years
Marvin E. Blythe	Switchman	29 years	O. R. Lundborg	Conductor	35 years
Harold L. Bower	Conductor	30 years	Peter P. Maguire	District Manager—Boston	31 years
George F. Breuch	Machinist	50 years	G. S. D. McCall	Division Trainmaster	44 years
Adolph C. Brukner	Locomotive Engineer	34 years	John E. Newell	Sheet Metal Worker	42 years
Stephen Buss	Carman	41 years	Fletcher J. Norton	Clerk	27 years
Alex Buzard	Stationary Engineer	35 years	Arthur A. Osse	Train Yard Foreman	48 years
Sabino Comacho	Extra Gang Laborer	12 years	William G. Prescott	Secretary of the Company	41 years
Arthur G. Cudworth	Engineer of Structures	31 years	Robert J. Reardon	Chief Clerk—Transportation	46 years
Albert B. deBey	Chief Claim Agent	32 years	Arthur E. Reed	Conductor	29 years
Eric I. Dillner	Carman	37 years	Leo T. Rohde	Clerk	27 years
Warwick M. Dodds	District Manager	42 years	Adrian Rivera	Crossing Watchman	29 years
George B. Domenico	Bridge & Building Carpenter	24 years	Stuart K. Robbins	Utility Relief Clerk	22 years
Charles F. Donahue	Telegrapher	27 years	Raymond L. Rodocker	Machinist	5 years
Luis R. Duran	Clerk	43 years	Ernest C. Rollman	Engine Watchman	44 years
Benjamin M. Durland	Assistant Signal Engineer	32 years	Albert J. Rossell	Brakeman	28 years
Lee J. Ellsworth	Machinist	42 years	William F. Rudolph	Section Foreman	46 years
Rudolf F. Emrich	Carman	46 years	Charles M. Rummel	Clerk	27 years
Mabel A. Estabrook	Clerk	29 years	Harry M. Saltzgaver	Assistant Roadmaster	38 years
Stanley E. Evans	Blacksmith	45 years	Bertha J. Schillinger	Comptometer Operator	45 years
Max Garcia	Store Helper	35 years	Albert H. Smith	Clerk	52 years
Carl E. Gustafson	Store Helper	35 years	Alice M. Spohn	Comptometer Operator	45 years
Mars L. Harper	Switchman	43 years	Axel L. Stor	Tel. & Tel. Maintainer	34 years
Cathryn J. Hedges	Report Clerk	41 years	Charles B. Valdez	Section Foreman	19 years
Carl W. Hennrich	Conductor	28 years	Pedro Vialepando	Section Laborer—Truck Driver	24 years
William L. Hicks	Electrician	25 years	John B. Vigil	Chief Switch Clerk	40 years
John H. Jesson	Painter	39 years	Curtis C. Woodie	Sleeping Car Porter	2 years
Harry C. Johnson	Chief Accountant	50 years	Lewis Wurm	Assistant Manager—Pricing	34 years



ATTENDING THE DENVER BANQUET were, left to right, seated: Harry Johnson, Bill Hicks, Mars Harper, George Breuch, Eric Dillner, Alex Buzard; standing, second row: Stewart Robbins, Ben Durland, Carl Hennrich, Charles Rummel, Frank Araujo; back row: Lew Wurm, Al DeBey, John Jessen and Harold Bauer.



ALSO ATTENDING AT DENVER were, left to right, seated: Axel Stor, P. D. Lewis, August Lehman, Stanley Evans, Max Garcia, Stephen Buss; standing, second row: Albert Smith, Pedro Vialepando, Luis Duran, Elmer Bishop, Lee Ellsworth, Earnest Rollman, O. R. Lundborg; back row, Harry Arbogast, George Domenico, William Rudolph, Wilbur Ladd, Harry Saltzgaver, and Gerry McCall.



FOUR EMPLOYEES WERE HONORED who had attained 50 years of service with the Rio Grande. Far left, A.H. "Bob" Nance is presenting the diamond pin to Edward J. Bowen at Pueblo. The next three were at Denver where Albert H. Smith looks over the service pin received from Wes. Henderson; Paul Starr is presenting George F. Breuch with his diamond pin; and Milo Masterson congratulated Harry Johnson on attaining his 50 year diamond pin. The four men had over 202 years combined service.

Rail CHATTER on the Grande

From the White House

Revenue Accounting

By Dick Eggleston

Walter Brooks took a one-week vacation to overhaul his new year's resolutions.

Betty Hancock is the lucky one in this office. She won a portable TV at the Credit Union's Annual meeting.

Recent retirees who visited the office were Art Halverson, Lou Cramer and Earl Grethel.

The Hong Kong flu seems to have run the gamut in the Revenue Accounting Dept. Don Thomas was the latest to return to work after his one-week bout with the slant-eyed bug.

System Freight Agency

By Charles Cutforth

Those taking winter vacations were Warren Griggs who spent a week herding cows at the Stock Show. He reported the show was a real success with lovely farm girls all over the place. Dottie Healy and husband are at Nassau, Bahamas, where she says the living is really "plush" with the shows at the casinos making Las Vegas a poor second. It will be difficult to return to running the billing machine after all that luxury.

Vito "Mike" Abbato is the proud owner of a new 70 ft., 2½ bath mobile home. He is planning an open house soon for all his friends to view this beautiful edifice.

Thought: Home is where man goes when he's too tired to be nice to people anymore.

Management Information

By Bessie Strange

It's good to see Bob Hassels back on the job after a couple of weeks in the hospital. Hope to see the crutches go pretty soon, too, Bob. Kenny Graham filled in on various positions.

Jerry Rickard took a week's vacation, but stayed around town. Rest is always good for you.

Our deepest sympathy to Donald Lyons and small son on the death of his wife, Beatrice, on Jan. 22. Also to Ruby Kaylor on the recent death of her mother.

Roger Dal Vera and family have been enjoying relatives from back east. The weather didn't cooperate too well, though.

Communications

By Jim Chavies

The Les Brownells are the proud parents of a baby girl, Jeanette Lynn, who arrived December 29.

Harold Phillips is working in the office making racks for the phone equipment to be installed in the new building.

Jim Mattingly has taken up a hobby

of working on television sets in his home.

Axel Stor is turning out to be quite a wood cutter as he clears timber around his home.

Engineering Dept.

By Jeanne Gustafson

This department is learning to "win a few, lose a few" — personnel, that is. Sorry to lose Russ Bunker, who is taking a leave of absence to accept the position of Regional Maintenance Engineer, Region 8, with the Federal Railroad Administration, Bureau of Railroad Safety at Kansas City. Russ said goodbye to his many Rio Grande friends with mixed emotions. We wish him much success and joy in his new undertaking with the FRA.

The welcome mat is extended to the ones we gained. Harry Phillips, Bob England and Kenny Norquist have moved their desks into this office area.

The Mike Kenyon family enjoyed visiting with Mike's family in the Los Angeles area.

The Hong Kong flu has been making the rounds of other personnel. Get well wishes are sent to all of our people and their families and friends who have been struck by this mean lil' bug.

Traffic

By Bob Hulstrom

Sincere condolences to Bob Thompson, whose brother recently passed away.

Congratulations to Terry L. Campbell, who has been appointed office manager at Atlanta.

From the Top

By Irene Stevenson

Welcome to Chuck Colborg, who has been appointed assistant manager of insurance.

Topics of conversation: The flu bug has been active among sixth floor inhabitants. Tom Arnold really had it. The rest of us have suffered slightly, or hope that it will bypass us.

The other topic of conversation has been the wind. Glenn Keller was out chasing shingles and couldn't tell if they came from his roof or his neighbor's. He's lucky it was just shingles.

In the midst of the zero weather, Gene Schmeckpeper and about a dozen scouts of Troop 92 took their tents up into the mountains around Geneva. They were fortunate it wasn't sub-zero the night they did their tenting.

We've been seeing "Dinny" Schulte mentioned in the newspapers. She works for Ski Country USA, and is involved in reporting snow conditions. Don't blame her if the snow isn't deep enough for your skiing. She just reports the snow, she doesn't make it.

Transportation

Robert J. Reardon applied for his annuity on January 31 after 46 years service on the Rio Grande.

Bob, as he was so well known by his fellow workers, joined the Rio Grande at Minturn as a machinist helper in 1925. He subsequently held positions as B&B helper, caller at Minturn, transferred to Salida as caller, became a yardmaster's clerk, relief ticket clerk at Salida, Grand Junction, Leadville, Colorado Springs, Alamosa, and in July 1942, he transferred to Denver as assistant depot passenger agent and became depot passenger agent in December of that year.

In June, 1945, he transferred to night chief clerk in the Transportation Dept., transferred to traveling car agent in 1950, and in 1958 he was appointed assistant to superintendent of transportation. He was appointed transportation assistant in 1962, and on April 4, 1967, he was appointed chief clerk in the Transportation Dept., a position he held at the time of his retirement.

Bob was well known on the railroad and best wishes follow him in his retirement, and may the future years be kind to him.

Denver Freight Station

By Helen Pelta

Word has been received from Mrs. Winifred Best of the passing of her beloved husband, Homer G., on November 15 at their home at Riverside, Calif.

H. G. Best was born at Galena, Mo., on November 18, 1885. He had been local freight agent at the Denver station for 24 years, retiring November 1, 1955.

He began his railroad career in his early twenty's as a telegraph operator with the Rio Grande on the Pueblo Division on Oct. 2, 1909. In October, 1915, he became agent at Concrete; agent at Walsenburg in 1919; promoted to general agent at Trinidad in 1923; transferred to agent at Pueblo in January, 1927; and in February, 1931, he became agent at the Denver station.

Good health and various activities had been attributed to an enjoyable retirement. He was getting ready to participate in his favorite pastime — bowling — when stricken with a heart attack.

Sincere condolences to his widow, Winifred.



Colorado Division

By Anne Darling

A dinner at the Heart O' Denver was given on the evening of Jan. 29 in honor of G. S. D. "Gerry" McCall on his retirement.

Gerry joined the railroad as a laborer on the Moffat Road in 1925 and subsequently held positions as section foreman, extra gang foreman, assistant roadmaster and appointed roadmaster in 1944. He continued as roadmaster when the D&SL and Rio Grande were consolidated in 1947. He was appointed trainmaster-roadmaster in 1952 at Denver, trainmaster, Pueblo Division, trainmaster Colorado Division and appointed division trainmaster, Colorado Division in Jan. 1970, a position he held when he applied for his annuity.

His many friends and co-workers presented him with some cash. His wife, Louise, was presented with an orchid corsage. Their two sons, Marvin of Roper, and Al of Denver, were also present along with their wives.

Future plans include getting in some snowmobiling and traveling. All wish Gerry many years of happy retirement.

A warm welcome to Mike Romero as track supervisor.

Sympathy to George Harriman on the death of his brother last month at Walsenburg.

Retired chief dispatcher J. O. Smith and wife spent the Christmas holidays with their daughter and family at Cedar Rapids, Iowa. Day after Christmas they all left for Guadalajara, Mexico, and spent two weeks there. While there they met former superintendent L. T. Wright and wife, who are spending the winter in that area.

Burnham Notes

Signal Shop

By Russell Frazier

Would like to congratulate Jerry Williams, maintainer at Pueblo, and Harry Clary, signal gang foreman, on their retirements and wish them the best of everything for the future.

Other changes in the Signal Dept. include: Roy Wisecup, now a signal maintainer at Pinecliff; Joe Williams, maintainer at Pueblo; Larry Webb, signal gang foreman at Glenwood; Joe Ellis, maintainer at Granby.

Jack Holm has joined the Signal Dept. as a signalman at Burnham. He had previous experience with the Milwaukee Road. Russell Frazier was promoted from assistant signalman to signalman at the Signal Shop.

Store Dept.

By Bill Moeller

Welcome to Curtis Craddock as store helper at Burnham.

The flu bug has been active in this department but all seem to be on the mend again.

Sincere condolences to Bill Chapel whose wife passed away recently. Bill is retired and was assistant division storekeeper at the time of his retirement.

Diesel Shop

By Elmer Schaefer

Welcome to Bob Mathias to the Water Service Dept. at Burnham. A welcome is also extended to Bill Crutcher as an electrician helper and to G. S. Simmons, machinist helper.

The Charles Frosts are the proud grandparents of a granddaughter. Congratulations.

Sincere sympathy is extended to the family of Robert RePass who passed away. Robert retired in 1956 as a sheet metal worker. He was 82.

Condolences are also extended to the family of Harry Enroth on the loss of Harry. Harry retired in 1970 as a laborer in the shops. He was 70.

Shop visitors included Walter Welty, Bert Koepche, Lee Ellsworth, Hosea Johnson, Bill Schultz, and Ed Hayes.

A speedy recovery is wished for Nathan Jones, Jay Chapman, Red Middleton, Joe Capra and "Muzz" Mazula who have been on the sick list for some time.

A "This Is Your Life" party was held on January 28 at the Burnham Bridge and Bldg. Shop to commemorate the retirement of Amos Spicer and his life-long service on the Rio Grande.

Amos, carpenter and former foreman on the 1,000 miles of narrow gauge track out of Salida, Alamosa and Durango, can remember when Silverton was marooned by snowslides from February to May in 1932 when mule packs were the only way from there to civilization. He was also foreman on the Moffat Tunnel Route to Craig for over two years.

Refreshments at the party consisted of coffee, cake and nuts. Amos was presented with a Honeywell 35mm electronic camera and some cash to buy film. His many friends wished him a long and happy retirement after his over 42 years with the Rio Grande.

Utah Division

By Fae Woodward

Welcome back to Mary Perry, who has been on leave for the past two months.

Bruce Thorton, retired dispatcher, keeps healthy by walking three miles every day, rain or shine. He and his wife spent some time with their son and family at Dallas.

Archie Fowler visited his sister at Las Vegas and is planning a trip to California in the near future.

Salida Comments

By Maribee*

Mrs. Matt Evans, wife of the equipment operator, thought she was coming down with the flu. When symptoms became alarming, she was taken to the hospital for tests. At midnight an emergency appendectomy was performed, and following surgery she developed pneumonia. She is on the mend at this time.

Matt is like a postman on his day off. He always drops into the depot on his days off to see if anything exciting is occurring. Then he goes home for breakfast.

Becky, wife of Rudolph Leewaye, spoke for all wives when she called in to make reservations for the retirement banquet, at which her husband was one of those honored. "There are two things every wife should have a part in—her husband's paycheck and the retirement party," said Becky, with flashing brown eyes.

George Kurtz' idea of winter fun is taking his two young sons over to Vail to ski a few times during the season. Jeff, 8, and Mike, 6, are developing rapidly into excellent skiers. On the steep slopes, Mike enjoys the privilege of riding between Daddy's legs as he has not quite developed the mastery of the rough slopes. On those excursions they spend the nights in the Kurtz cabin at Minturn and enjoy the outings as much as those who fly in from distant points.

Dave Williams, engineer, should get an award from the American Humane Society. He had a January vacation, but before he left he bought a sackfull of catfood for the Sackett St. alley cats. During mid-vacation he sent money to purchase seafood.

Herbert Cole's brother in California celebrated his golden wedding anniversary in January. All members of the family were present except Herb. January was a bad time of the year to travel, with Salida experiencing the worst snow and wind storm in years.

C. R. McDonald, retired engineer, and wife arrived from Phoenix in mid-winter. Mrs. McDonald was immediately hospitalized and has been seriously ill.

A holiday note from Merle and Jack Treat of Sandy, Utah, said that both sons now have cars, contributing to a major reason for the parents' hair starting to turn gray. Larry had an appendectomy which slowed him down for a while. Terry attends the University of Utah and is very happy with the curriculum. By this time the Treats should have been to Norfolk, Va., to visit their daughter and family.

Robert Rich, son of carman Cliff Rich at Minturn, is being trained in custom engineering at Arlington, Va.

*Mary B. Cassidy

Rio Grande

Grand Junction

By Almeda Flint

Belated congratulations to the L. T. Wrights who celebrated their Golden Wedding Anniversary in May 1971. The note received by V. H. Roussin, who passed it to Roy Blackburn, also indicated the Wrights are wintering in Guadalajara, Mexico, and will return to their Escondido home in the spring.

For those who might be wondering what happened to Pete Coccimiglio, retired sectionman, who was such a familiar "fixture" around the depot, especially at Zephyr time, we're sorry to report that Pete fell and broke his right wrist. He was taken to St. Mary's Hospital and later transferred to Teller Arms Nursing Home. Imagine he would enjoy seeing his friends.

Congratulations to Victor Sacco on his promotion to road foreman of equipment, and to Bert Keele, who was transferred to Salida as trainmaster-road foreman.

Special best wishes to George Dunlap, retired conductor, who celebrated his 99th birthday in Teller Arms Nursing Home.

We will miss amiable Oliver Brock who retired Jan. 4, soon enough to be included in those honored locally on Jan. 22. C. V. Kinzie, engineer, waited until Jan. 24 to apply for his annuity. W. J. "Bill" Elbon, conductor, decided on the spur of the moment, Jan. 25, to retire, at which time we learned his record is unusual in that all of his years in train service were free of demerits and personal injury.

Glad to report that Mrs. C. E. McNany had the cast removed in January after breaking an ankle in November. She and Mr. Mac spent the holidays at Hobbs, N. M., with their daughter and family. They plan to be in Mesa, Ariz., for the ball games.

Its been nice visiting with many of our retired members recently. Carl McKibben had a bountiful harvest of apples and plums last fall, and spring will find him planting more fruit trees. Roy Lamb considers Parlin, Colo., his permanent home, and says he keeps so busy building fences, doing cabinet work and repairs around his place that he has little time to go fishing. Perhaps some day he'll find time to really retire. Bert Wells has no idle moments, as he continues his hobby of restoring wagons, buggies, etc., of another era, and his friends keep a watchful eye for other treasures that he can add to his valuable collection. Roy Reust seems to be on the go constantly and occasionally stops by the office to say "Hi." Johnnie Sprott was in California, had called Charles Wilson in Santa Barbara to plan a visit, when he learned of his brother's illness and hurried home. Johnnie reports that Charlie Wilson has recovered from a serious illness and feels much improved.

We'd all like to see Lloyd Lynch as he dons his tux to attend his son's, Walden, early February wedding at Denver. Another son, Darrel, a former Rio Grande employe, is being transferred to England by Global Transfer. In his new assignment, Darrel will have occasion to travel much of Europe.

Charlie Hacker's daughter, Charmaine, and her group, as well as Arnello Arcieri's daughter, Armello, are to be commended for their performance during the Retirement Dinner.

Frank Green was a bundle of information when he returned from a rush trip to Phoenix to see brother, Glenn. Many of our retired employes visit Glenn, and Frank also contacted others in that area: Vic Roussin at Yarnell; Leonard Perschbacher, V. H. Brenizer and John Fitzgerald, all of the Mesa vicinity. C. R. McDonald was on an emergency trip, taking his wife to the Salida Hospital. Frank also told of the recent marriage of Cliff Bond, former telegrapher and fireman, to a teacher in Phoenix. At the time of his retirement, Bond was a trainmaster for the Western Pacific. By the time Frank left Arizona, Glenn was much improved. His address is 1818 E. Bell Road, Space 26-B, Phoenix, Ariz. 85022.

Sincere sympathy to the families of Lloyd Chadwick and Felix Fazio, who passed away during January. Also, sorry to report the loss of Mrs. Gladys Parsons after a long illness. She was the widow of L. G. Parson, conductor, who died as a result of an auto accident in 1970.

Ogden

By Frank Burch

Congratulations to Kenneth R. Hunt, yardmaster, who was installed as Worshipful Master of Unity Lodge #18, AF&AM. It is good to have a person of this type in our midst.

It is worthwhile to note there are those who are taking the time to improve their education and enhance their position in life. Among those at Ogden who are applying themselves are John O'Toole, Gary Jensen and Jerry Gordon.

Rex Howell, carman, has transferred to the Roper Yards. This is a loss to Ogden, but a gain to Roper. Come visit us at Ogden, Rex.

The Ogden bowling team has improved so much that team captain LaMar Hansen is considering taking them to Salt Lake and giving his former teammates a trouncing, in bowling, that is.

Those at Ogden who attended the annual retirement dinner wish to thank the Company and the Salt Lake Vets Club for the splendid meal and entertainment that was furnished.

Helper

By Dom Juliano

Sympathy is extended to Mrs. Henry Cooley and family in the death of her husband.

A speedy recovery is extended to Ann Hatch, who is recuperating in the Carbon Hospital after an automobile accident.

Sympathy is extended to Phil Anderson and Earl James, in the recent death of a sister and sister-in-law.

"Pennies from Heaven," so thought Jerry Karr, clerk, when he returned from his lunch period on Jan. 17. He was surprised to see his desk covered with pennies, 1,200 of them. After recovering from the shock, he realized that a \$12.00 bet he had made on the Super Bowl Game with a certain party was paid off in pennies. Jerry counted every one to make sure the loser wasn't short changing him.

An interesting article appeared in the Salt Lake Tribune on Jan. 18, 1972. The item was taken from a column titled "100 Years Ago Today." It read as follows:

"The first narrow-gauge railroad on this continent has been completed and is declared to be successful. It is built from Denver to Colorado City on the Rio Grande, a distance of 76 miles. The track is three feet wide and cost \$13,500 per mile."

Another recent article appeared in the Salt Lake Tribune and The Deseret News concerning a native of Helper, Earl Houtz. Earl is considered the "father" of the Rover — the Moon Buggy — the astronauts used on the moon. Earl's father, Rollie Houtz, was an engineer on the Rio Grande before his retirement in 1951. The elder Houtz never lived to see the contribution his son made. Another Moon Rover is ready for the next launch.

Congratulations to Norman Day, clerk, on the new addition to the family. His wife, Hope, presented Norm with a new daughter on Jan. 28.

The Rio Grande Bowling Tournament will be held at Helper on March 25 and 26.

Colorado Springs

By Jim Kennedy

B. A. Thomison, janitor, started the year off right by taking a one-month vacation to visit family and friends at Amarillo, Texas. C. C. Spaur, brakeman, enjoyed three weeks vacation fixing up the basement of their new home and relaxing. F. M. Barnes, engineer, enjoyed one week's vacation visiting his family at Phoenix and drove to Southern California.

Sympathy is expressed to Frank Enright, brakeman, and family on the sudden death of his wife from double pneumonia. Services were held at Lincoln, Neb.

Salt Lake Freight Office

By Joe Smith

Ed McNamara retired December 31 as warehouse foreman at Salt Lake City after 42 years service with the Rio Grande. He had been foreman in the warehouse for the past 23 years.

Ed joined the Rio Grande as a call boy at Grand Junction and later went into train service west of Grand Junction. In 1937 he transferred to Salt Lake as a clerk at the Roper Yard Office and became night chief clerk during World War II. He transferred to the Freight Office in 1945 and was appointed foreman in 1948, the position he held at the time of his retirement. Ed's wife, Martha, had over 20 years service with the Grande as an outbound manifest clerk before her retirement in July 1971.

His future plans are quite varied, but he does have business interests in Utah and Colorado.

Best wishes go with the McNamaras for the future.



Salida Vets

By Mary Cassidy

Ray Lytle blew a "steam whistle" and started on a fast trip about Salida to enroll every Rio Grande retiree residing there and as a result the Salida Vets Club is enjoying one of the highest enrollments for a club of its size. If he missed anyone, it wasn't his fault as they were either in the cellar or out of town. The happiest news was Treasurer George Kurtz' statement, "We've run out of cards."

The Retirement Banquet was attended by 153 persons. L. T. Clark, agent, was master of ceremonies. He brought laughs by "little" tales about various folks, and told some funny stories. He even got even with his Mrs. for "bugging" him all year long to go fishing. As an ending he finally introduced her and the two joined in a fishing song.

Douglas F. Madden, brakeman, was unable to be present to accept his service pin, but sent an encouraging letter from Chicago where he is undergoing treatment. Visitors from Leadville were Les Stout and wife, the Erv Goetschs and Rosann Petey.

Conductor Jimmy Allen, who is usually full of the "Old Nick" proved he could attend a retirement dinner, kiss his wife goodbye on the run, and still be in time for his 7:40 p.m. call.

The decorating committee, under the guidance of the Herb Coles, are to be congratulated at the cute snowmen they spent hours fashioning for table decorations.

It was a very enjoyable evening.

Suggestions

Suggestions received for review and discussion:

16265	20702	31143
18436	21431	31158
20594	31126	31206

The following suggestions were received and for various reasons not adopted:

11364	31140
-------	-------

The following suggestion was adopted. Identification stub should be mailed to the Personnel Office:

17108

Last month's winners were H. J. Gunthner, electrician, and D. V. Walz, machinist, at Burnham.

Denver Vets and Auxiliary

By Foyle Troxel

A good crowd attended the January meeting of the Denver Vets Club and Auxiliary. After the meeting and installation of the 1972 officers, refreshments were served and everyone enjoyed just visiting.

Through an oversight, the name of Ruth Heimlich was omitted from the list of the Auxiliary board members for this year.

All extend sympathy to Mabel Re-Pass on the loss of her husband, Robert, on Jan. 7. Sympathy is also extended to John and Kathryn Schneider in the loss of John's two sisters in January.

The flu bug has been busy. Gertrude and Bill Freeland were both quite sick. Bill was just recovering from the flu when he entered St. Joseph's Hospital for emergency surgery. He is recovering nicely. Louis Villano is recovering very nicely from the hip surgery. He will have open heart surgery in February. Best wishes are with him.

Several members are traveling. Anna Duckworth, Evelyn and Joe Witherwax went to California for a family reunion and to celebrate the 50th wedding anniversary of Joe's brother and wife. Blanche and Henry Koch will celebrate their 50th wedding anniversary on March 9. They will go to Hawaii for a second honeymoon. Gladys and George Bush plan a California and Hawaii trip and Iva and Lee Andrews will travel to Phoenix and California. Grace and Roy Chambers celebrate their 40th wedding anniversary on February 14.

About 200 enjoyed the delicious banquet at the Cosmopolitan Hotel honoring the 1971 retirees. We hope these retirees will participate in the activities of the Vets Club and enjoy the fellowship with their fellow workers.

March 8 meeting will be a Bingo Party.

NARBW Meeting Held

By Betty Tidball

The February meeting of the National Association of Railway Business Women was a little out of the ordinary as it was held on Saturday afternoon, Feb. 12, at the Lutheran Penthouse. Following the luncheon and business meeting, a card party and a silent auction was held. The silent auction was a fund-raising event for the club.

RECENT APPOINTMENTS

T. L. Campbell, Office Manager	Atlanta
D. J. Davis, Transportation Assistant	Denver
R. F. England, Manager-Land	Denver
E. W. Goetsch, Agent	Leadville
H. J. Meyers, Chief Clerk to Transportation Officer	Denver
J. R. Mozzetti, Track Supervisor	Roper
R. C. Oatman, Manager-Contracts	Denver
H. A. Phillips, Director Land and Contracts	Denver
M. D. Romero, Track Supervisor	Denver

Rio Grande

Provo

By R. R. Rackele

Condolences to the Bob Brown family. Bob, a long-time agent, passed away on Dec. 31. He was agent at Geneva and had been agent at Thistle and Spanish Fork prior to Geneva.

The Monte Yates are proud grandparents of a grandson. Congratulations!

Howard McFarlane transferred to Geneva as agent and Larry Jensen replaced Howard at Sigurd.

Wayne Bywater took two weeks of his vacation to get away from the cold weather. The only way to beat it is to fly south. That is what George Beasley and wife did when they went to Mexico City to warm up.

Best wishes to Warren Wright, conductor, who has taken his retirement. The Bob Fergusons gained a son-in-law with the wedding of their daughter. Congratulations!

Mrs. Maxine Kmetzsch is carrying on a tradition in her family. She is the postmaster at Sevier, Utah. The position of postmaster has been in the family since 1896, when her grandfather was appointed postmaster, the late Joseph Levi. Maxine's mother took over sorting the mail in 1919, and Maxine has held the position since 1954. She is the wife of LeRoy Kmetzsch, a section man on the Rio Grande, working out of Salida, Utah.

Provo Vets

By Bob Wright

The Christmas Party was held December 17 with approximately 50 in attendance. Entertainment was provided by Leland Neilson and his group of musicians who played Christmas music and acrobatic dancing by Pamela Wright, daughter of Bob and Wanda Wright.

Eight lucky people went home with beautiful door prizes and all youngsters and adults received a sack of goodies from Santa Claus.

The Vet's Club Potluck Party was held January 21 and those who attended had a good time.

Wayne Thomas, who took a disability pension, was presented with an envelope containing greenbacks contributed by his many friends and co-workers. All wish him a long and happy retirement and hope he will relax and enjoy it.

Winners of the Monte Carlo Whisk were Verda Mordue, Nell Crawford, Mae Howser for the ladies, and Earl Stupeck, Ed Hutton and Mel Crawford for the men.

It's time again to renew membership in the club. Anyone with 10 years of service is invited to join. Dues are only \$1.00 per year.

Sorry to report that Bob Brown, former agent at Geneva, passed away December 31. Sincerest sympathy is extended to his family. He will be missed by all who knew him.

Salt Lake Vets

By F. C. Krauth

The Twenty-second Annual Banquet honoring employes who retired in 1971 on the Utah Division was held on January 29. It was an event that will be long remembered. It was an enjoyable evening, a good dinner and the dancing was wonderful.

Jerry Bunner, master of ceremonies, does a wonderful job and has a great sense of humor. Guest speakers were Jim Greener, C. L. Crawford, Salt Lake; W. D. Furniss, Ogden; J. W. Wernz, Provo; R. D. Anderton, Helper; and Wm. E. Easley, system vets president, Grand Junction. J. A. Greener, superintendent Utah Division, presented the service pins to the retirees.

A great deal of time and effort is what it takes to make these banquets a success, and all who were involved are to be heartily congratulated.

Four board members will be elected at the next meeting, at which time a program for the coming year will be discussed.

Membership cards are now ready. All employes with 10 or more years with the Rio Grande are eligible and dues are only \$1.00 per year. You get a lot for so little.

Green Light

The Grande People

By Ann Eckberg

Retirements

(Years of Service is shown)

Aguilear, Lucilo, Thompson, Sect. Laborer, 46, July 24.
Araujo, Galvan, Denver, Truck Driver, 34, Sept. 1.
Arbogast, Harry L., Denver, Trainman, 35, Nov. 30.
Belcher, John W., Salt Lake City, Conductor, 47, Nov. 15.
Bell, Frank W., Denver, Machinist, 30, Dec. 1.
Breuch, George F., Denver, Machinist, 50, Oct. 1.
Clary, Harrison S., Denver, Signal Foreman, 35, Dec. 1.
Crutchfield, Leland A., Rifle, Agent, 35, April 23.
Duran, Luis R., Denver, Clerk, 43, Oct. 30.
Gower, Lela R., Pueblo, Clerk, 29, Nov. 1.
Gustafson, Carl E., Denver, Store Helper, 35, June 2.
Henderson, Joseph T., Salt Lake City, Fireman, 29, Nov. 14.
Ladd, Wilbur J., Denver, Store Helper, 35, Nov. 18.
Leewaye, Rudolph, Salida, Truck Driver, 37, Oct. 30.
Lopez, Jose C., Alamosa, Crane Operator, 45, Aug. 1.
Madden, Douglas F., Salida, Brake-man, 36, April 18.
Matlock, Raymond L., Grand Junction, Carman, 28, Sept. 1.
Needles, Charles B., Helper, Loco. Engineer, 28, Oct. 13.
Norton, Fletcher J., Denver, Clerk, 27, July 29.
Perkins, Roy D., Pueblo, Asst. Sect. Foreman, 39, Nov. 8, 1970.
Pickering, Francis E., Roper, Conductor, 48, Oct. 30.
Pisarczky, Walter A., Pueblo, Conductor, 28, Aug. 29.
Potestio, Emilio M., Pueblo, General Foreman, 45, Nov. 1.
Rivera, Adrian, Denver, Crossing Watchman, 29, Oct. 2.
Rollman, Earnest C., Phippsburg, Engine Watchman, 44, Nov. 21.
Rossell, Albert J., Denver, Trainman, 28, Sept. 9, 1970.
Stor, Axel L., Denver, Comm. Maintainer, 34, Oct. 30.
Torrez, Adolfo, Rifle, Sect. Laborer, 45, Dec. 1.
Vigil, Jose, Walsenburg, Sect. Foreman, 38, June 1.
Wildt, Charles M., Pueblo, Dist. Manager, 45, Nov. 1.
Williams, Dow D., Grand Junction, Special Agent, 24, Feb. 17.
Woodie, Cirtis C., Denver, Sleeping Car Porter, 2, March 8.

Losses

(Age and date of death shown)

Aranda, Crestino, Walsenburg, Sect. Laborer, 87, Nov. 1971.
Best, Homer, Riverside, Calif., Agent, 86, Nov. 15.
Blagg, Richard A., Pueblo, Brake-man, 19, Dec. 30.
Bronson, David C., Salt Lake City, Loco. Engineer, 76, Dec. 18.
Brown, Robert J., Geneva, Agent, 66, Dec. 31.
Carlisle, Harold S., Denver, Chief Clerk, 79, Dec. 5.
Chadwick, Lloyd B., Grand Junction, Loco. Engineer, 71, Dec. 4.
Chandler, Lloyd M., Denver, Machinist, 67, Dec. 2.
Chase, Moss E., Oakland, Calif., General Agent, 70, Jan. 4, 1972.
Chatham, Robert C., Denver, Coach Porter, 62, Dec. 26.
Colbert, Forrest F., Denver, Carman Helper, 79, Nov. 13.
Cook, Earness A., Pueblo, Carman, 82, Dec. 25.
Cooley, Henry L., Helper, Carman, 69, Jan. 11, 1972.
Edmiston, Hugh C., Denver, Asst. to Auditor, 87, Dec. 24.
Foley, Josephine L., Pueblo, PBX Operator, 78, Jan. 22, 1972.
Gabriel, Alva M., Denver, Electrician, 86, Nov. 30.
Goggin, William M., Denver, Switchman, 72, Jan. 26, 1972.
Hartman, Lewis H., Grand Junction, Trainman, 60, Nov. 29.
Jensen, Lyman A., Salt Lake City, Electrician, 71, Jan. 25, 1972.
Newell, George H., Pueblo, Carman, 74, Nov. 8.
Palos, Jose, Mexico, Sect. Laborer, 78, Dec. 1971.
Pearson, Joseph G., Colorado Springs, Switchman, 77, Nov. 20.
Ray, Clive K., Salt Lake City, Division Timekeeper, 71, Nov. 30.
RePass, Robert M., Denver, Pipefitter Helper, 82, Jan. 7, 1972.
Romero, Isasc, Alamosa, Carman, 70, Dec. 23.
Ruhland, Richard H., Denver, Dining Car Inspector, 70, Dec. 13.
Sansosti, Frank, Eagle, Sect. Foreman, 73, Dec. 9.
Smith, Heber B., Salt Lake City, Switchman, 53, Dec. 13.
Sorenson, Charles H., Salt Lake City, Loco. Engineer, 89, Jan. 11, 1972.
Strong, Floyd R., Salt Lake City, Switchman, 68, Jan. 11, 1972.
Tucker, George M., Salt Lake City, Mill Foreman, 83, Jan. 14, 1972.
Van Cott, Marian W., Salt Lake City, Secretary, 55, Nov. 11.

Jumbo Airslides Added to Car Fleet

The Rio Grande has taken delivery of ten Grande Gold lined 4180 cu. ft. 100-ton airslide covered hopper cars. This is the first acquisition in Rio Grande's 9.2 million dollar 1972 equipment program.

General American, manufacturer of the airslides, made it possible to deliver the cars in mid-November, 1971 instead of early 1972 in order to meet Rio Grande's customer demands.

The majority of these airslide cars are assigned to the West Coast transcontinental sugar traffic. Airslide cars provide a gentle method of removing sugar from covered hoppers without breaking down the sugar crystals and are preferred by shippers and receivers alike. The balance of the cars will be assigned to a starch movement.

Due to the specialized nature of these cars, they will not be available for loading outside of their specific assignments without permission of the equipment coordinator.

The airslide feature is a thick cotton belt installed in the bottom trough of each hopper through



which air is induced to fluidize the lading. These cars must only be cleaned at airslide cleaning sites where air pressure is available to keep the wash water off the belts.

A summary description: 54'6½" in length, 10'7" in width, 14'5-16" high; ten 20" diameter round loading hatches and two side by side discharge outlets at each end.

The addition of these cars brings Rio Grande's jumbo airslide to 46 cars.



Within this decade, we will celebrate the 200th Anniversary of a free America. George Washington and his valiant men at Valley Forge represent the beginning of a tradition of freedom . . . what one might call the hard won freedoms. These hard won freedoms have laid the foundation on which the Country was built and on which it continues to grow. You can help in this growth by purchasing United States Savings Bonds. Now is, indeed, the time to Take Stock in America and help preserve these hard won freedoms.



Green Light

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